

CLASSIFIED MESSAGE

DATE
25X1A

1715Z 14 FEB 1962

S E C R E T

1	715	4	DB
2		5	SPB
3	010B	6	Conto

7. RI

TO : DIRECTOR

FROM :

ACTION: DPD (1-2-3-4-5-6-7-8-9-10)

INFO : S/C (11)

JEM

ROUTINE

25X1A

IN 29041

25X1A

25X1A

TOR: 1845Z 14 FEB 1962

TO

INFO

CITE

2778

25X1A

REF [] 7601 (OUT 09566) HV

DOCUMENT NO. 228
 NO CHANGE IN CLASS. ☒
☐ DECLASSIFIED
 CLASS. CHANGED TO: TS S C
 NEXT REVIEW DATE: 204
 AUTH: HN TS-2
 DATE: 5 Aug 81 REVIEWER: []

25X1A

SUBJECT: CONTINUOUS IGNITION

FROM []

25X1A

25X1A

1. AT THE PRESENT TIME ARTICLES 342, 343, 344 AND 358 HAVE THE AIRCRAFT PORTION OF THIS SYSTEM INCORPORATED. IN ADDITION, ARTICLE 344 HAS THE ENGINE PORTION (BOXES, PLUGS, AND HARNESS) INSTALLED. ARTICLES 378, 352 AND 355 WILL HAVE THE AIRCRAFT PORTION OF THE SYSTEM INSTALLED WHEN THEY ARE DELIVERED TO

25X1A

2. THIS CONTINUOUS IGNITION SYSTEM WAS INSTALLED IN 344 ONLY AS A STOP GAP MEASURE UNTIL A NEW "CHEMICAL" STARTING SYSTEM COULD BE DEVELOPED. IT WAS FELT BY US AND AGREED WITH BY YOUR PEOPLE THAT THIS SYSTEM WAS BETTER THAN NOT HAVING ANY, AS A HIGH ALTITUDE RELIGHT, WITH IT INSTALLED, WAS POSSIBLE UNDER CERTAIN CONDITIONS.

3. THE ONLY TESTING THAT WAS DONE WAS TO PROVE THAT THE

S E C R E T

25X1A

S E C R E T

[] 2778 (IN 29041)

PAGE TWO

COMPLETE SYSTEM, AS INSTALLED ON 344, DID NOT JEOPARDIZE THE
NORMAL RELIGHT CAPABILITY. THESE TESTS SHOWED THAT THE NORMAL
RELIGHT CAPABILITY WAS NOT AFFECTED.

4. NO FURTHER TESTING OF THE SYSTEM IS CONTEMPLATED.

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5. IN DISCUSSIONS WITH [] IT IS OUR UNDERSTANDING THAT
THEY ARE PREPARING A PRICE AND DELIVERY SCHEDULE, OF THE
ENGINE PORTION OF THIS SYSTEM FOR YOUR CONSIDERATION.

END OF MESSAGE

S E C R E T